

INSTALLATION PROCESS:
FK003D806-6 Complete Brake Line Kit
2014 SUZUKI DL1000 V-STROM ABS

Torque specifications
Stainless steel 15-17 ft. lbs
Aluminum 12-15 ft. lbs



Step 1:

Identify the key components that complete our brake line kit:

You should have six (6) lines, one (1) double banjo bolt, five (5) single banjo bolts and four (4) conic olive inversors. We have also included a total of seventeen (17) washers; fifteen (15) will be used, and two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty.

Step 2:

To ensure there is no paint damage from the brake fluid, completely cover the front and rear end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding out the OEM brake system, uninstall your stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Familiarize yourself with the new Galfer brake lines; notice that each line is labeled for application. **Lines A, B and C** will be installed on the front end of the bike, **Line D** will be installed at the Clutch master cylinder to the slave cylinder and **Lines E and F** will be used for the rear application.

NOTES:

- We refer to “left” and “right” as if you are sitting on the motorcycle
- Torque all stainless steel bolts to 15-17 ft pounds
- Torque all aluminum bolts to 12-15 ft pounds **does not apply to ABS kits**
- Torque all male and female fittings to 5-7 ft pounds
- Single banjo bolt sequence, washer, banjo fitting, washer, single banjo bolt
- Double banjo bolt washer, **Line C**, washer, **Line B**, washer, double banjo bolt

Step 5: (front brake system)

Following the stock routing; Route **Line A** (See **Picture 1.**) down towards the OEM ABS tubing (located on the right side frame), install the 90° union fitting with an **olive inversor** between the hard tubing, (**See Picture 2.**)

Locate **Line-B** this line will be installed from the OEM ABS tubing under the lower triple tree using a olive inversor in-between the metal tubing and female fitting (**See Picture 4.**) ***Following the stock routing*** and reusing the stock rubber grommet and mounting points routing (**See Picture 3.**) down to the right caliper meeting **Line-C** using a double banjo bolt to join both lines (**See Picture 5.**)

Line-C will travel over the front fender reusing the stock rubber grommet and mounting point and down to the left caliper (**See Picture 6.**)

Step 6: (Rear Brake System)

Locate **Line-E / F** these two lines will be installed at the rear of the bike. Line-E will be installed at the rear master cylinder up to the OEM ABS tubing using a **olive inversor** using 2 zip ties to secure the sensor wire(**See Picture 10.**)

. install **Line-F** at the rear caliper ***Following the stock routing*** alongside the swing arm up to the OEM ABS tubing using a **olive inversor** In between the tubing and female fitting also using two zip ties to secure the sensor wire.

Step 7: (Clutch line)

Locate Line-D starting from the clutch master cylinder *Following the stock routing* you will need to remove the both stock line routing tabs and **(See Pictures 7-8.)** replace with the Galfer Clip-2 (upper frame neck) and Clip-1 (behind left upper motor mount) continuing down to the clutch slave.

Step 6:

Before you begin the next step, please check the clearance of your new lines. When the front end is fully extended or compressed, make sure the lines do not bind with anything. Be sure to triple check that the lines are traveling correctly and are clear from any obstructions.

Step 7:

Bleed your brake system according to the owner's manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

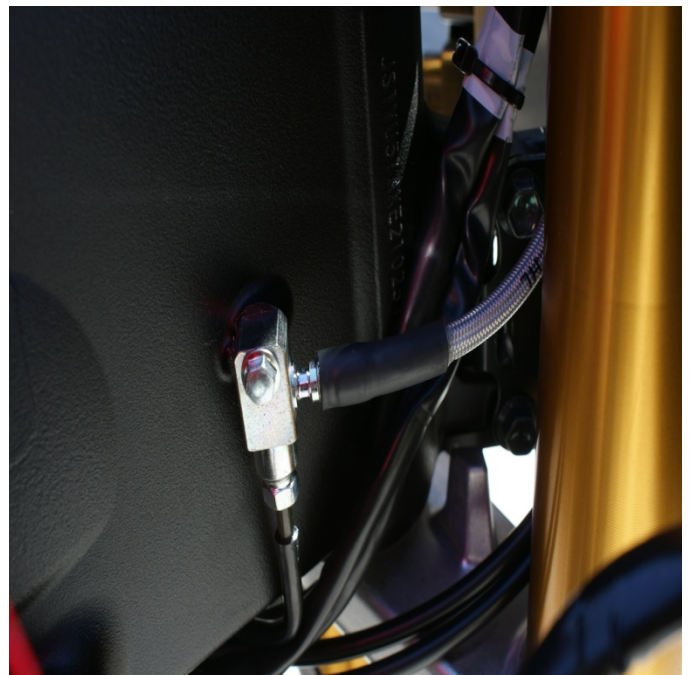
Step 8:

Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, zip-tie the brake lever to the throttle for at least 2 hours. For the rear; use a jug or something similar to apply pressure to your brake pedal for at least 2 hours. For the clutch; zip-tie the clutch lever to the handle bar for at least 2 hours. If the lines are not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and lines are clear from obstruction) you are now ready to ride with the new brake system.

Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.



Line-A using OEM routing ring
Picture-1



Line-A using a convex inverter
Picture-2



**Line-B reusing OEM grommets /
routing with 3 zip ties
Picture-3**



**Line-B using a conic inverter
And M6 bolt/ nut provide
Picture-4**



**Line-B / C right caliper
Picture-5**



**Line-C Left Caliper
Picture-6**



**Line-D Clutch master cylinder
Picture-7**



**Line-D OEM routing with CLIP-2 provided
Picture-8**



**Line-D using clip-1 behind frame routing
Down to slave**



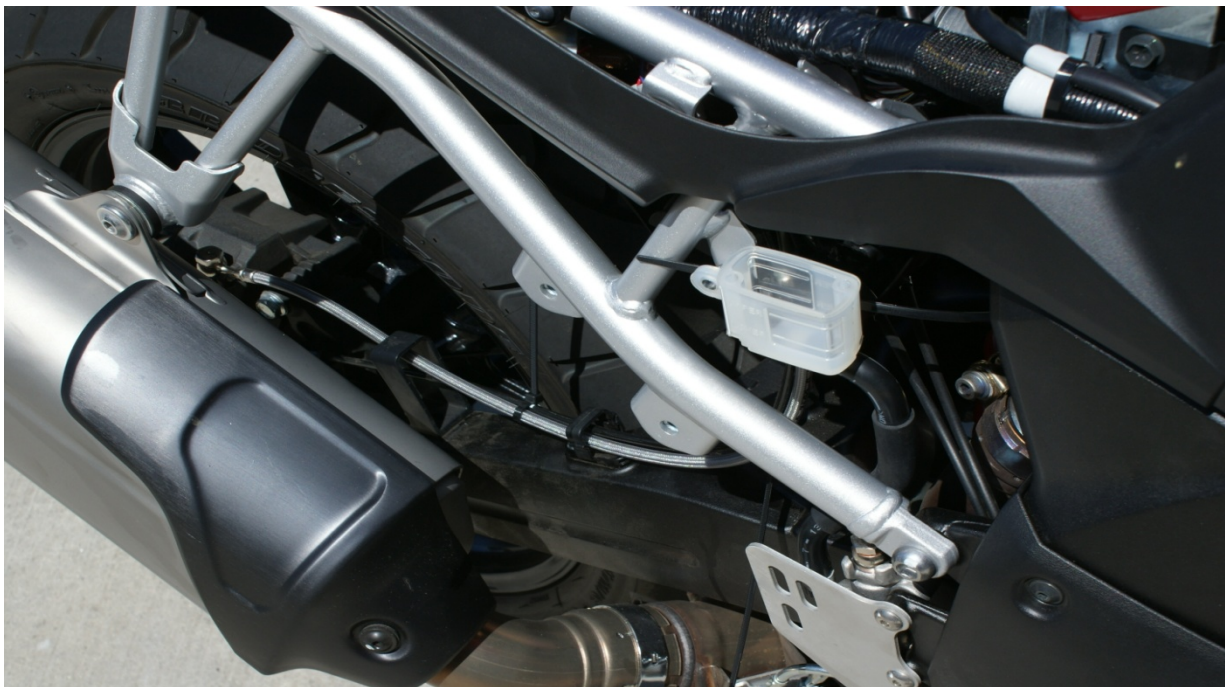
**Line-E / F routing from ABS tubing
to rear master cylinder and caliper**

Picture-9

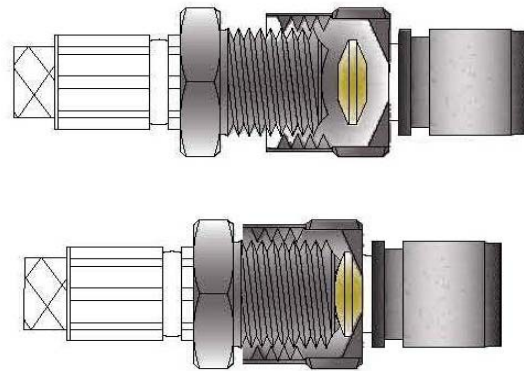


Picture-10

**Line-F using Clip-2 with M6 bolt / nut with 2 zip ties Line-E will use 3
Picture-11**



**Line-F rear brake line routing
Picture-12**



proper install of Conic Inversor
Picture-13

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